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## MISS STONE'S IMPRISONMENT

# She Is Still Held for Ransom by the Turkish Brigands.

Paris, September 28 -- A Paris newspaper | believed that the bandit will keep his correspondent sends word to the Figure, on the staff of which he is employed, that he has just returned from a visit to Miss Foreign Missions, who is held by brigands in a mountainous region of Turkey. The correspondent wires that he sue reeded in locating Miss Stone in an almost inaccessible mountain defile. The chief of the outlaws permitted the correspond ent to see Miss Stone and talk with her. Miss Stone told her visitor that she had on treated with exceeding courtesy ever ince her capture. Two brigands were de tailed to get as her personal servants, proiding her with good food and showing her every attention. The brigands had in structions to obey her merest walm, and she was treated, abe told the newspaper man that, having expanded at of the shed she had more. The desire was repenied to the chief of the brigands, who The leader of the brigands told the cor

The situation recalls the capture by these

same brigands, in the same region, six Ellen M. Stone, of the American Board of years ago, of Mme. Gerard de Trincville, a beautiful French beiress, who is now a Carmelite nun. Through the dishonesty of a Turkish official by whom the ransom was negotiated, the money failed to reach the bandits. The lovely French girl was there upon forced to become the wife of a mem ber of the outlaw gang. She was rescued seven months later in a battle in which her father killed her bandit husband. Boston, September 28,-The American board of commissioners of foreign missions

will resist the demand of \$110,000 ransom for the release of Miss Helen M. Stone o Chelsea, Mass., the American misisonary now held by Bulgarian brigands. When shown a statement by Dr. Cregan New York secretary of the American

board, that the fansons would be a danger ous precedent, Rev. Dr. Judson Smith, se retary of the American board, expressed noble to secure a supply for her. This his hearty sporobation, "The board would meant a week of steady traveling by mule never consider such a proposition," he said: "the rescue of Miss Stone is in the Stone would either be put to death or comoffer a ransom missionaries would never be safe from eapture.

## THE BANKRUPTCY LAW

pelled to marry one of the bandits. It is

A DISCUSSION OF THE PROPOSED **AMENDMENTS** 

Which Have for Their Object the Prevention of Fraud on the Part of the Debtors,

New York, September 28.-Hon, E. C. Brandenburg, assistant atterney general of the United States, on the Invitation of the merchants' association, attended a recent conference at the rooms of the association, where he met representatives of a number of houses in New York in different lines of trade for the purpose of discuss ing the effect of the present bankruptcy law and the effect of suggested changes therein. This conference was held as the result of correspondence conducted for some time between the association and Mr. Brundenburg on this subject. It was felt that the views held by Mr. Brandenburg on this matter could be better com municated and better results arrived at by his presenting them personally. The asso dution thereupon asked him to come to New York as its guest. Mr. Brandenburg said that the bill of Representative Ray of this State, amending the law, has re-

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### Savs the President Will Have an Easy Time of It. and his daughter, Ruth, Save just passed through Roston on their way to Bath, Maine, where Miss Hanna will today christen the cruiser Cleveland.

out Mr. McKinley's policy," said the senater, "and I believe he will. Everything is going along smoothly at Washington We have no foreign complications and no other troubles now that amount to any-I believe that President McKinley's ideas of reciprocity as outlined in his speech at Buffalo will be carried out, out of course that is a matter that will have to be dealt with at the next session congress. There are several treatles to

"Roosevelt has said that he will carry

HANNA APPROVES ROOSEVELT.

considered then-the French treaty, the maica treaty, the Argentine treaty and number of others.

'What the reports to be made contain a do not know, but I think they will relie in freer resignoutly with at least some the countries we will deal with.' Senator Hanna would not discuss the sult of the trial of President McKinley's sassin.

"Do you know," he said, when asked about the assassin, "I haven't said a word about that man? And I soo not going to. The shock of that affair has been a terri-ble one to me."

A TITLE FOR ROOSEVELT. He May Be Brevetted a Brigadier Gen-eral of Volunteers.

(Special to The Post.) Washington, September 28 .- It is gos siped in army circles that the board of officers which will convene here next Monday to pass upon recommendations for promotion, metals and other honors, are tempiating conferring upon President Roosevelt the raish of brevet brigadier general of volunteers for services performed in the Spanish-American war as colonel of

Rough Riders.

The high office to which Colonel Roosevelt has risen since 1898 will have nothing to do with the action of the board. The officers will consider the question in an impartial manner and should bonors be given the president it will be solely en account of his military services. So far as the board is concerned, the president is simply a colonel of volunteers, who has rendered good services to the country. Major General MacArthus is president of the board which has been named.

## But the Finish of the Race Was a Close and Exciting One.

## ONE MINUTE AND TWENTY SECONDS. CORRECTED TIME.

The Racers Were Almost Abeam Throughout the Greater Portion of the Thirty-Mile Race-The British Sloop Is a Splendid Boat.

First race-Ne result; didn't finish in time limit, (Columbia finished first.)

Second race-Columbia won by I minute 20 seconds. Third race-Takes place Tuesday,

New York, September 28.-In the closest old America's cup, the white fiver Columbia today beat the British challenger ever a windward and leeward course of thirty nautient miles by the narrow margin of

fender forty-three seconds on account of the extra eighty-three square feet canvas in her sail area, the official record, under the rules, gives her the victory by one aloute and twenty-two seconds. As a spectacle the contest was superb From the time the two sky-zeraping racers said the starting line until they naished

pirant for cup honors must allow the de-

four and a half hours later, the result was doubt and the excitement aboard the excursion fleet increased until men became frenzied and women almost hysterical. So evenly matched were these two scientific other's hall and more than three-quarters miles, as they best their way to the outer mark, the black shadow of Shamrock's huge ciub topsail was painted on the big mais sail of the Commbia and for an hour or the run home, with the two yachts flying

had been harnessed together. The memory of the races between the Genesia and the Puritum in 1885 and Lord in 1893, which have been treasured by ten after the magnicent duel of teday. It hands of the government. We have had will live forever in the memory of those respondent that unless a ransom of \$150,000 missionaries in Turkey for two generations, who witnessed it. In the rears to come was forthcoming within thirty days Miss but never a case like this. Should we Shelltsmen of two nations will recount the thrilling story of the celebrated first race etween Columbia and Shamrock II, sailed

like scared deer before the wind, they ran

As a result of today's race, though faith celved the indorsement of several legal and credit organizations throughout the United States. In she Hay bill the purpose is to make it more difficult for a man to obtain a discharge, especially where he has "obtained property on credit by means of any material statement known by alm to be false, made in writing to any person for the purpose of obtaining credit, or being communicated to the trade or to the person from whom he obtained such property on credit." Other amendments incorporated in the Ray bill are in the line of strengthening the law and protecting the creditors interests.

A general discussion and interchange of views followed Mr. Brandenburg's address and then the meeting adopted a resolution calling on the merchanis' association to appoint a committee of twenty to study the subject carefully and to formulate such amendments as they deemed necessary. of the pairfols, all the experia admit that the British boat is the ablest sloop ever sent to these waters to lift the 100 gainea. cup which the old schooner America brought across the Atlantic fifty years ago, and that the superferity of American seamanship and American naval architecture as represented by the defender to be established. The quality of a sailing ship is measured by her ability to carve her way into an adverse wind and in the fifteenmile thresh to windward today the golden challenger gained thirty-one seconds while on the run home her lead was eaten up and the Columbia crossed the fluish line exactly thirty-seven seconds before the

If must be remembered, however, that the challenger had the weather gauge in the best to windward, no mean advantage, Boston, September 28. Senator Hanna and the nautical experts said after the race that during the outward journey she had been sailed to absolute perfection, while before the wind the American yacht not only showed a fleeter pair of heels, but nthe opinion of the sharps was handled

> Disappointed by the fluke of Thursday, the crowd which sailed down to Sandy Hook lightship today was somewhat smaller than on the opening day, but even so the colony of steamers, steam yachrs, boats, salling vessels and excursion craft of every description formed an angle at the starting line miles long.

It was an ideal day for a race. The start was thrilling. The yachts ounded away across the line like a couple of runaway horses, the challenger half a length shead and to windward. In the maneuvering before the start Captain Sycamore had given the wily Yankee skipper a genuine surprise, returning a Reland for the Oliver he received on Thursday. Just when Barr thought he had him under his lee the Englishman deadened his way and then luffed under the Columbia's stern into the weather berth.

This victory for the Shamrock at the very inception of the race the Celumbia could not overcome in the long beat to windward. The two big yachts were an inspiring sight to the spectators as they plunged seaward, pounding great fountains of spray from their bows and drenching

the crews lined up along the weather hall, They heeled to the windward until their lee rails were awash in the swirling, bubbling sens and from the windward side they showed yards of their bronze underbodles. Neck and neck, tack and tack. they raced like a team of horses.

The vessels in the excursion fleet by this time were rolling badly. Many of the spectators were forced to the sectusion of their cabins and many others kept suspiclously near the rails.

The excursion vessels formed a crescent about the stakebeat as the yachts rounded the outer mark, but it was a deletal fleet. As the Shamrock were around with tier spinnaker pole to the starboard like a lance in rest, the big steam yacht Erin, with the Royal Under Yacht club ensign at her taffrail, opened her whistle long and loud. It was the first time Sir Thomas had felt the joy of victory, and he and his party probably enjoyed it to the full.

The Yaukee skippers were too polite not to pull their whistle cords, but the toots were not loud nor long, and the bands did not play "Celumbia, the Gem of the

But when the racers had spread their pinions, wing and wing, spinnaker, mainsall and balloon gibs, and the white fiver racing machines that never after they had Columbia began to eat up the green water started were the rival skippers out of each between her and the challenger, dreoping spirits began to rise, and when the yachts of the time they were so close that Charile got on even terms about half way home Bart, who had the wheel aboard the Ameri- the bands began to play and the people can best, could have tossed a biscuit to raised a cheer. As they approached the Captain Sycamore on the Shamrock, For finish line, Columbia leading by half a dozen lengths, all the pent-up cutbustasm

burst forth. About a quarter of a mile before they ached the line the golden boat blanketed the white one and for a moment she ran up alongside and tooked as if she would be first home. Cheers died in the patriotic ilmost abeam to aheam, as though they

Suddenly as the Columbia luffed off and got her wind clear she forged ahead and come tearing down like mad, As she crossed, three lengths ahead, the yachtamen up to this time, will be forget asm broke out again with redoubled energy. gam broke out again with redounce. The Every Yankee skipper grabbed his which end and made a terrific din. Sirens waited and the white steam jets made it look as if every whip in the fleet had broken her steam chest. The whole fleet seemed nations to except the Coimobia to her anchorage. Meantime the Shamreek had taken

Finish, 3:31-58
Elapsed time, 4:31:44.
Corrected time, 4:31:44.
Celumbia start, 11:00:16.
Cutter mark, 1:25:53.
Finish, 3:31:23.
Elapsed time, 4:31:07.
Corrected time, 4:30:22.
The next race will be over a triangular course, ten miles to a leg, and will be sailed next Tuesday morning.

When it was all over, Sir Thomas Lipon showed himself the thorough sportsman

"Well," he said as he stood on the deck of the Erin, "that's one det against os. I am just as hopeful as I was this us. I am just as hopeful as I was this morning, for I feel that if I only have a wind I'm all right. It was a fair and square race, no fluke, but II was not Shamrock's day. We want a breeze that will put that dock six inches under water and then you'll see a race. But he sure of one thing I was licked finity today."
Captain Bob Wringe, who was on the bridge of the Erin at Six Thomas' elbow, said: "If we get a freeh breeze we will lift the cup yet. A nine to twelve-knot breeze is not what we want."
Captain Barr was much gratified over the victory.

victory.

"It was a close race, but a clean one," he said. "Wind conditions were perhaps not all that could have been desired, but such as they were our best was never in danger, I believe, at any point."

Sir Thomas Lipton's steam yacht Erin narrowly escaped a serious accident when, just after the Shumrock and Columbia had rounded the turn, the United States revone cutter Greeham collided with her. Both boats were doing patrel duty. The Gresham was in the hands of Commander Thomas B. Walker and the Erin, for the day, in charge of Lieutenant John Boedecker of the United States revenue cutter service. In starting to clear the course for the home strutch, the Gresham apparently tried to cross the hows of the Erin, there was evidently a misunderstanding of signals by the Gresham and it was too hie when at last she tried to back out and the Erin put on full steam ahead. The revenue cutter struck the yacht a glancing blow on the poet quarrer thirty or forty foot from the stern. A plate was bent, some paint rubbed off and the rail bruised. Both boats were doing patrol duty. The

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